

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0



Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Four has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

Schedule Details

Project Solicitation:

Using methods approved by the NCDOT Communications Office, the NCDOT Division Engineer will solicit candidate projects for 30 days prior to the project submittal deadline. Division staff will also host a public hearing within the Division during the 30 day period to solicit input from the public. The results of this process will be reviewed with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators to determine the list of new projects. The Division will then submit the selected new project list using NCDOT's SPOT On!line tool for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Four Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host a public hearing at a central location within the Division during the 30 day project solicitation period. Information regarding the public hearing, and specific methods for providing input (email, phone, mail, etc.), will be advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public hearings and other methods approved by the NCDOT Communications Office will be posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer will determine the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals is not exceeded. The Division Engineer will be able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. The Division Engineer will be responsible for assigning local input points to regional impact and division needs projects for their area (statewide mobility projects will be evaluated based solely on their technical scores). The Division Engineer will publish his/her local input methodology which will be used as the basis to assign preliminary points to all regional impact and division needs projects within their division and/or adjacent divisions using methods approved by the NCDOT Communications Office.

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2-August 29, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop session(s) at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop session(s), will be made to the public, and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **Through this evaluation and collaboration, the Division Engineer will determine the final local input point assignments per eligible regional impact and division needs project within their division and/or to projects in adjacent divisions to submit for final evaluation.** All final point assignments will be published using methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions.

The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects.

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Four. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Four. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Four, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

Standard Criteria – Descriptions:

- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below are the criteria utilized in Division Four selected from a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the regional impact category. The Division Engineer determined the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

Regional Impact Standard Ranking – Criteria and Weights <i>(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)</i>				
Criteria	0 Points	10 Points	20 Points	30 Points
Safety Score 30 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66
Criteria	0 Points	6.67Points	13.33 Points	20 Points
Cost Effectiveness 20 (% weight)	Cost per Vehicle/equivalent greater than \$1500 per mile	Cost per Vehicle/equivalent between \$1000-\$1500 per mile	Cost per Vehicle/equivalent between \$500-\$999 per mile	Cost per Vehicle/equivalent less than \$499 per Mile
Criteria	0 Points	20 Points		
Transportation Plan Consistency 20 (% weight)	Project is not in CTP or TP	Project is in CTP or TP		
Criteria	0 Points	10 Points		
Corridor Continuity 10 (% weight)	Project does not complete of continue corridor improvement	Project does continue corridor improvement		
Criteria	0 Points	20 Points		
Project Feasibility 20 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below are the criteria utilized in Division Four selected from a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the division needs category. The Division Engineer determined the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs,

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Division Needs Standard Ranking – Criteria and Weights					
<i>(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)</i>					
Criteria	0 Points	8.75 Points	17.5 Points	26.25 Points	35 Points
Safety Score 35 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Cost-Effectiveness 20 (% weight)	Cost per daily user greater than \$4,000 per user per unit per mile	Cost per daily user between \$2,000-\$4,000 per user per unit per mile	Cost per daily user between \$1,500-\$1,999 per user per unit per mile	Cost per daily user between \$1,000-\$1,499 per user per unit per mile	Cost per daily user less than \$999 per user per unit per mile
Criteria	0 Points	15 Points			
Transportation Plan Consistency 15 (% weight)	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	0 Points	30 Points			
Project Feasibility 30 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a preliminary list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Four has 2200 points to allocate among Regional projects and 2200 point to allocate among Division projects.

The Division will assign its 2200 Regional points among modes and project types according to the following target allocation:

- 1700 points to Highway
- 500 points could be assigned to any mode and project type

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

The Division will assign its 2200 Division points among modes and project types according to the following target allocation:

- 1400 points to Highway
- 800 points could be assigned to any mode and project type

The Division will assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category, or if the project will not be competitive within the specific category even with the application of qualitative points, or if the project will remain competitive in the absence of assigning qualitative points. Due to limited funding, projects that cascade down to the Regional or Division level may not be considered at the lower tier for qualitative points if the project cost is excessive.

Distribution of the unassigned points in the Regional and Division categories will be determined by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

The specific reasoning behind the allocation of qualitative points will be documented by Division Four and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division Four may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Four's public workshop, public involvement efforts of local governments, and local referenda.

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

Approval of Ranking Points

Division Four will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division Four will finalize the application of qualitative points based upon:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with MPO's and RPO's on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Four's public hearing, public involvement efforts of local governments, and local referenda; and
- Division Engineer's knowledge of the transportation needs of their Division.

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

NCDOT Division Four Project Solicitation and Ranking Process

Prioritization 3.0

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Four.

Stakeholders in Division Four:

Citizens who live and travel throughout the division

MPO/RPO

Capitol Area Municipal Planning Organization (CAMPO)

Goldsboro Municipal Planning Organization

Rocky Mount Municipal Planning Organization

Eastern Carolina Rural Planning Organization

Peanut Belt RPO and Upper Coastal Plain RPO

Upper Coastal Plain Rural Planning Organization

County Government

Edgecombe County	Nash County
Halifax County	Wayne County
Johnston County	Wilson County

Municipal Government

Archer Lodge	Leggett	Saratoga
Bailey	Littleton	Scotland Neck
Benson	Lucama	Selma
Black Creek	Macclesfield	Seven Springs
Castalia	Micro	Sharpsburg
Clayton	Middlesex	Sims
Conetoe	Momeyer	Smithfield
Dortches	Mount Olive	Speed
Elm City	Nashville	Spring Hope
Enfield	Pikeville	Stantonsburg
Eureka	Pine Level	Tarboro
Four Oaks	Pinetops	Walnut Creek
Fremont	Princeton	Weldon
Goldsboro	Princeville	Whitakers
Halifax	Red Oak	Wilson
Hobgood	Roanoke Rapids	Wilson's Mills
Kenly	Rocky Mount	

Public Transit

Gateway Transit	Tar River Transit
Choanoke Public Transportation Authority	Wilson County Transportation Services
Johnston County Area Transportation Services	Wilson Transit System

NCDOT Division Four Project Solicitation and Ranking Process Prioritization 3.0

Airports

Goldsboro-Wayne Municipal Airport
Halifax-Northampton Regional Airport
Johnston County Airport
Mount Olive Municipal Airport
Rocky Mount-Wilson Regional Airport
Tarboro-Edgecombe County Airport

NCDOT Divisions

Aviation Division
Bicycle & Pedestrian Division
Division of Public Transportation
Rail Division
Transportation Planning Branch